



ميناء الملك عبدالله
King Abdullah Port

PILOTAGE DIRECTIONS

REVIEWED DECEMBER 2016





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Glossary

A number of terms and/ or abbreviations are used throughout the Pilotage directions. The meaning of those terms / abbreviations is given below:

Marine Services provider	Means the Marine Service organisation which provides marine services such as towage and pilot service to the Port
Marine Director	Means a person appointed by the Port and includes the deputies and assistants of a person so appointed, and Officers authorised to discharge the Harbour Master duties through VTS
IMO	The International Maritime Organisation
Length of Object Towed	The maximum overall length of each object towed including overhanging cargo or equipment, but disregarding the length of the towing medium
Length Overall	The maximum length of a vessel, including overhanging structure, cargo or equipment, and if a Tug and Tow, the combination of the tug and the object(s) towed.
Marine Pollutants in Bulk	Products carried as cargo which are subject The International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto, better known as MARPOL 1973 - 78, as amended from time to time. In the context of these Directions "in Bulk" means marine pollutant carried as cargo in tanks which are a structural part of, or permanently attached to, the vessel. Residues of cargo remaining in cargo tanks following the complete discharge of the cargo are not included;
Master	Includes every person (except a pilot) having command or charge of a ship and, in relation to a fishing vessel, means the skipper
Pilot Station	The boarding and landing areas charted in position latitude 22°30'4 N longitude 39°02'7 E.
Operating Draft	The maximum draft of a vessel during its current passage, or movement within the King Abdullah Port
Passenger Vessel	A vessel carrying more than 12 passengers
Pilot	A person authorised to act as a pilot for the relevant area within the King Abdullah Port
Tug and Tow	A tug or other vessel towing another vessel or vessels astern, alongside or pushing another vessel or vessels ahead
VTS Centre	Vessel Traffic Service building King Abdullah Port
Irregular Vessel	Any vessel with unusual characteristics and shape which may cause difficulties for pilot embarkation or disembarkation

1 Compulsory Pilotage

Pilotage shall be compulsory for all vessels 500 Gross Tonnes and above, including a vessel under tow where the tug and tow exceeds 500 GT combined, navigating within the Port.

Pilotage shall be compulsory for any vessel less than 500GT navigating within the Port when:

- i. carrying Dangerous Goods and/or Harmful Substances, or
- ii. the navigation of which is in the opinion of the Port affected by a defect or damage to the vessel or her equipment or incompetence or inadequacy of the Master or crew, or navigating within the Port limits solely to adjust her compass.

1.1 Vessel Exempted From Compulsory Pilotage

The following vessels, in the following areas, are not required to receive a pilot under the provisions of 1 above:

- i. Tugs and Tows, where the tug undertaking the tow is licensed for towage in any part of the port area
- ii. Warships and government vessels

Vessels which under these Directions are not required to take a Pilot may still request the services of a Pilot. Such requests will be met as soon as possible subject to availability. Masters of vessels are encouraged to make use of this service.

1.2 Movement of Vessels Within the Port

Pilotage shall be compulsory when:

a vessel is being warped from one berth to another and without the release of mooring lines, Notice to Mariners 03/2015 referrers

This does not apply to:

- a) Vessels specified by VTS to require a pilot under special circumstance as directed by the Harbour Master;
- b) Passenger Vessels of 50m or more in Length Overall;
- c) vessels carrying Marine Pollutants in Bulk;

These vessels must still take a pilot.

Furthermore, a vessel which is being moved from one berth to another with the assistance of a tug or tugs, shore based machinery or with use of engines within the Port **shall** be required to have a Pilot on board.

2 Pilot Exemption Certificates

Pilotage Exemption Certificates are not being granted for King Abdullah Port until further notice.

3 Pilot Boarding and Disembarking Stations

Unless a vessel has a Pilot on board when entering the King Abdullah Port limits, or is carrying a Pilot who is not disembarking when it leaves the Port limits, Pilots shall normally be boarded or landed at position:

22°30'4 N 39°02'7 E

This position is also shown on the chart, Approaches to King Abdullah Port, at Appendix 1 to these Directions. **This chart is for illustration purposes only and should not be used for navigation.**

Ships should avoid waiting in the designated pilot boarding and landing area. They should remain clear of the area until the time of their pilot boarding operation or until requested to move into the area by the VTS.

3.1 Non Availability of Pilots

Vessels which are required to take pilotage under the requirements of these Directions but where no Pilot is immediately available, shall not navigate within Port limits without having first obtained the clearance to proceed from VTS.

4 Pilot Boarding Methods and Equipment Requirements

Pilot Boat Approach

Vessels being served should establish VHF radio contact with the pilot boat on the specified channel established by VTS for that purpose and as published in the General Directions.

Before embarking/disembarking a Pilot, the VTS, in conjunction with the pilot and pilot launch coxswain, will advise the ship to be served on which side to rig the pilot ladder in order that the best lee conditions can be created for the approaching pilot boat. Due allowance should be made for the close proximity of other ships, their intentions and their expected wash effects.

In conjunction with the pilot and depending on which pilot launch is to be used, the VTS will advise the vessels to be served on the required ladder height required for safe pilot embarkation.

The ship should rig a pilot ladder or combination on the side requested and in accordance with the regulations stated in SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045 (27). These requirements are illustrated on the following page in Direction 4.5.

Clearly, these directions cannot describe the safe rigging of a pilot ladder in every configuration or type of vessel construction. If a Pilot considers the rigging of a pilot ladder to be inappropriate, he should report this to the vessel Master and report his observations directly to VTS. The decision whether to board a vessel lies with the pilot's but operations should not be undertaken with ships that do not fully comply with the regulations.

Pilot Ladder Arrangement

The ladder should be rigged and secured at the ship's side or side door as near mid-ships as practical, and on the parallel body of the ship, clear of all overboard discharges. The ladder should sit flush against the ship's side and if a list is unavoidable, the ladder should be rigged on the side opposite to the list, whilst always taking into account the need to make a sufficient lee.

When rigging an accommodation ladder it must lead aft to the pilot ladder and be rigged sufficiently high to allow the pilot boat to lie alongside the pilot ladder without any risk of the pilot boat coming into contact with the accommodation ladder due to any swell.

See the diagram at section 4.5 of these Directions which illustrates pilot boarding arrangements recommended by the IMO and IMPA. These are the minimum standards expected of all vessels calling at King Abdullah Port and wishing to embark pilots.

The decision whether or not to attempt to put a pilot boat alongside a vessel is the responsibility of the pilot boat Coxswain, whereas the Pilot will make the decision whether to embark.

4.1 Pilot Disembarkation

As with boarding, communication should be established between the vessel and VTS to make arrangements in advance. Before leaving the bridge, the Pilot should inform the Master of the traffic situation, any navigational dangers and the need to keep a lee until the Pilot is safely disembarked and the pilot boat clear of the ship's side.

Before leaving the bridge, the Pilot should inform the master that no adverse helm or engine movements should be made until the pilot boat is clear of the ship.

The Master must also give the pilot assurance that the pilot ladder is properly secured. Before stepping onto the ladder the Pilot will check that it is properly rigged and that the pilot boat crew is at the bottom of the ladder, having ensured that it is at the correct height.

4.2 Vessel Obligations

During the pilot transfer the supervising ship's officer should be in direct contact with the bridge. The ship should maintain steerage way at speed that allows the pilot vessel to remain comfortably alongside and should not stop or reverse engines except in an emergency or when requested by the pilot boat coxswain.

During an embarkation/disembarkation operation a ship should not be stopped in the water or her engines put astern, except in an emergency or when requested by the pilot boat coxswain.

4.3 Man Overboard

Prior to Pilot Embarkation, or During Embarkation or Disembarkation:

It is the responsibility of the pilot boat to instigate recovery of a man overboard, search procedures and emergency communications, however adjacent ships should respond and assist where possible. In the event of a man overboard, the priority is to locate the casualty and keep him in sight, a task to which all Crew and Pilots must devote their whole attention (and still keeping a proper navigational lookout). A distress call should be broadcast immediately by using the prefix "Pan Pan". VTS should be informed of the situation. Should the pilot boat subsequently lose sight of the man overboard, a distress call (Mayday) should be broadcast and a DSC alert activated.

During Pilotage

As soon as the pilot is on the deck of the vessel to be piloted, the pilot is considered to be part of vessels' complement personnel on board and the vessel's own emergency man overboard procedures would apply. However if the pilot boat is in the vicinity it shall be notified and assist in recovery if possible.

4.4 Pilot Embarkation/Disembarkation Involving Irregular Vessels

The Harbour Master, in conjunction with the Pilot and vessel Master, is to risk assess any pilot transfer operations involving irregular or unusual ships.

If necessary irregular vessels may request in advance pilots to be embarked at previous ports. Arrangements must be made directly with the VTS.

Irregular vessels are those whose hull profiles, structure or propulsion characteristics mean that embarking or disembarking of pilots is difficult, unsafe or requires some special arrangement.

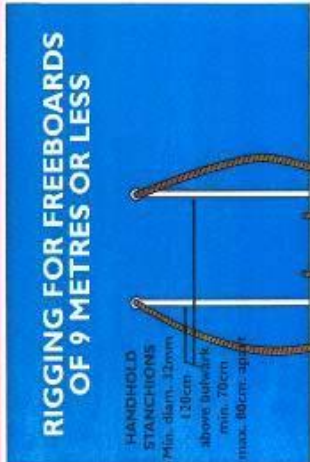
4.5 IMO and IMPA Recommendations for Pilot Boarding Arrangements

The following illustration is taken from the IMO and IMPA Recommendations for Pilot Boarding Arrangements. This is an internationally recognised standard and is the minimum expected of vessels calling at King Abdullah Port and requiring pilotage service.

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with I.M.O. requirements and I.M.P.A. recommendations
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
H.Q.S "Wellington", Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 0171-240-3973 Fax: +44 0171-240-3518

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS



HANDHOLD STANCHIONS
Min. diam. 32mm
130cm above bulwark
min. 70cm
max. 80cm-300

MAN-ROPES
without knots
min. diam. 28mm
IF REQUIRED BY PILOT

Always flat side of ship

SIDES ROPES
Min. diam. 18mm

STEPS
Must rest against ship's side

SPREADER
Min. 180cm long

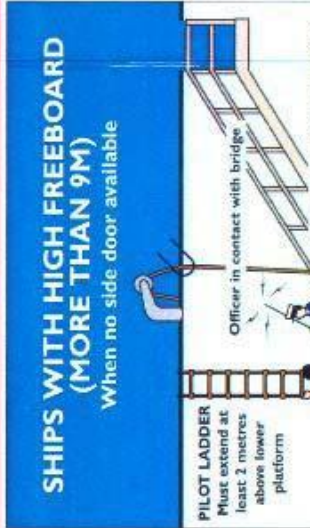
Max. 8 steps between

5th step must be a spreader

Height required by pilot

SHIPS WITH HIGH FREEBOARD (MORE THAN 9M)

When no side door available



PILOT LADDER
Must extend at least 2 metres above lower platform

Officers in contact with bridge


ACCOMMODATION LADDER
Should rest firmly against ship's side
Should lead aft
Maximum 55° slope
Lower platform horizontal
Rigid handrails preferred

A PILOT LADDER COMBINED WITH AN ACCOMMODATION LADDER
is usually the safer method of embarking or disembarking a pilot on ships with a freeboard of more than 9 metres

Recommended 9 metre mark
Stern → Bow

1 to 7 metres depending on size of pilot launch and height of well

MECHANICAL PILOT HOIST



Two main ropes ready for immediate use
Min. diam. 20mm

Distast

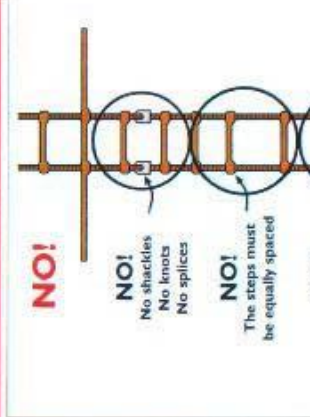
Guard ring

Rigid part

Flexible part

A pilot hoist made and rigged in accordance with SOLAS Chapter V, together with a pilot ladder rigged alongside for immediate transfer, may be used subject to agreement between the Master and the Pilot. It should be noted that the distance between the nearest side ropes of the pilot hoist and pilot ladder will be at least 1.4 metres.

NO!



NO!
No shackles
No knots
No splices

NO!
The steps must be equally spaced

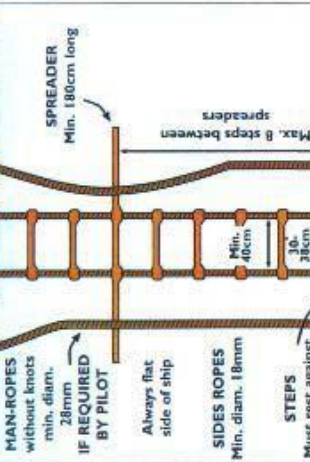
NO!
The steps must be horizontal

NO!
Spreaders must not be lashed between steps

NO!
The side ropes must be equally spaced

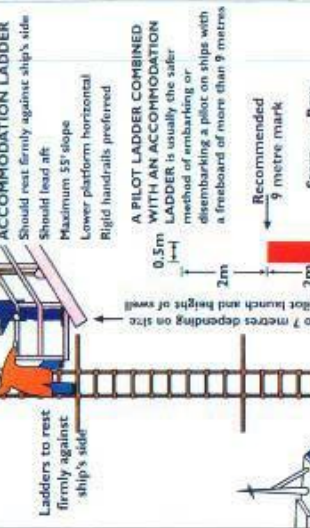
NO!
The loops are a tripping hazard for the pilot and can become foul of the pilot launch

NO!



Very dangerous ladder too long

NO!



Two handhold stanchions rigidly secured to ship's structure

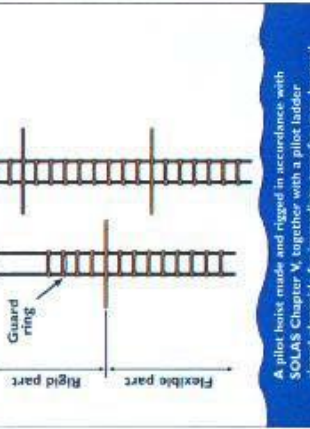
Responsible officer

NO OBSTRUCTIONS

Bulwark ladder secured to ship

Liferau with self-lighting light

AT NIGHT



Pilot ladder and ship's deck lit by forward shining outside light

5 Vessel Arrival and Pre-Departure Pilot Service Request

Arrival Pilot Request

All vessels requiring the services of a pilot must make a PROVISIONAL ORDER to VTS via their agent on their Arrival Report in Appendix 1 of the General Directions at least 48 hours prior to arrival. A CONFIRMATION OF PILOT ORDER should be made by VHF to VTS at least 1 hour prior to ETA at the Pilot Embarkation Position. See Section 4 for pilot embarkation position.

Vessels for which PROVISIONAL ORDERS are not received, in accordance with the above procedure, will not be prioritised, and will therefore risk incurring delay. It is good practice and advisable to also back up subsequent verbal changes with hard copy.

VTS will confirm the pilot order after the CONFIRMATION OF PILOT ORDER has been received from the vessel's agent. As the vessel approaches the pilot embarkation position (unless otherwise directed by VTS) the pilot vessel will make direct radio contact with the vessel to confirm exact ETA and embarkation arrangements as per Section 5 of these Directions.

A confirmed order will not be accepted without the length and draft of the vessel. Length and draft are vital components of a confirmed order, as the VTS will use it to determine the class of the pilot allocated to the vessel, and it will influence the planning of the passage. Failure to give an accurate confirmed draft, or to keep VTS informed of any subsequent changes, may result in a delay to the vessel, or a charge for cancelling and reallocating the pilot.

Pre-Departure Pilot Request

A PROVISIONAL ORDER for a pilot should be made to VTS for the vessel by the vessel's agent prior to ETD. A CONFIRMATION OF PILOT ORDER should be made with the Sailing Report at least one hour prior to departure.

VTS will confirm both the PROVISIONAL and CONFIRMATION OF PILOT ORDERS by VHF.

Variation to confirmed orders

ETA/Ds may be varied in accordance with the following:

- i. Where more than the minimum confirmed notice has been given, changes will be accepted without incurring additional charge, while they fall outside the minimum notice period in relation to the original ETA/D.
- ii. Advancement of a confirmed ETA/D will be subject to the same minimum notice requirement as pertains to the original order.
- iii. A confirmed ETA/D may be retarded against the original by a total of up to two hours.
- iv. A pilot may be retained against an original confirmed ETA/D for up to three hours, beyond which the order will be treated as a cancellation and new order with applicable charges.

Cancellations

Orders may be cancelled outside the minimum notice period, and up to three hours prior to the original confirmed ETA/D.

Changes falling outside the scope of the above may incur additional charges.

6 Communications

- a) VTS
 - a. VHF Channel 14
 - b. Email: kapvts@portsdevco.com

- b) Pilot Service
 - a. VHF Channel 14

- c) Pilot Boat (VHF channel and call-sign will be advised by VTS when pilot request confirmed)

